

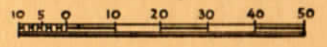


NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO APRIL 14, 1957

Scale of Miles



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 33

Effective Sunday
April 14, 1957
At 12:01 A.M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

Press of ABBOTT, KEHR & BELL COMPANY, Portland, Oregon, U.S.A.

D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

G. H. BAKER, Superintendent. Portland, Ore.
J. Bowen, Assistant Superintendent. Portland, Ore.
R. A. Roberts, Assistant Superintendent. Seattle, Wash.
W. G. Johnson, Assistant Superintendent. Spokane, Wash.
E. L. Chantry, Assistant Superintendent. La Grande, Ore.
A. L. McDermott, Terminal Superintendent. Portland, Ore.
J. F. Chapman, Asst. Terminal Superintendent. Portland, Ore.
H. E. Sipes, Asst. Terminal Superintendent. Portland, Ore.
R. B. Hardin, Trainmaster. Portland, Ore.
G. L. Jensen, Trainmaster. Spokane, Wash.
A. R. Brown, Trainmaster. Hinkle, Ore.
J. E. Pickett, Master Mechanic. Portland, Ore.
J. C. Ladd, Road Foreman of Engines. La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines. Portland, Ore.
A. B. Ziegler, Road Foreman of Engines. Portland, Ore.
G. W. Jones, Road Foreman of Engines. Spokane, Wash.
R. E. Haacke, Division Engineer. Portland, Ore.
C. W. Lee, General Roadmaster. Portland, Ore.
E. C. Shultz, Asst. Supt. of Safety and Courtesy. Portland, Ore.
R. L. Hanson, Safety and Courtesy Representative. Pocatello, Ida.

H. E. SHUMWAY
General Superintendent Transportation

First and Second Subdivisions and Branches

J. B. McLaughlin, Chief Train Dispatcher. La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher. La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher. La Grande, Ore.
F. H. Cavallo, Assistant Chief Train Dispatcher. La Grande, Ore.

Third, Fourth and Fifth Subdivision and Branches

L. L. Rudd, Chief Train Dispatcher. Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher. Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher. Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher. Albina, Ore.

Sixth Subdivision and Branches

P. H. Walsh, Chief Train Dispatcher. Spokane, Wash.
J. A. Walsh, Assistant Chief Train Dispatcher. Spokane, Wash.
C. E. Wizemann, Assistant Chief Train Dispatcher. Spokane, Wash.
R. S. Larabee, Assistant Chief Train Dispatcher. Spokane, Wash.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
Ralph M. Dodson	District Surgeon	Portland, Ore.	H. F. Craig	Surgeon	La Crosse, Wash.
H. V. Valentine	District Surgeon	Spokane, Wash.	Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	John B. Gregory	Surgeon	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Robt. M. Hansen	Aurist	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
M. H. Johnson	Oculist	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Alfred J. Krefl	Oculist and Aurist	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Edward Q. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pomeroy, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	H. E. McConville	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
Carl R. Kostol	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
O. Palmer McKim	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	R. H. Humphreys	Surgeon	Spokane, Wash.
J. C. Vandevort	Surgeon	Bend, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	E. J. Purdy	Surgeon	Tekoa, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	J. S. Reinschmidt	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Bruce L. Till	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
Stanley E. Wells	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	J. B. Adams	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
J. D. Freund	Surgeon	Kennewick, Wash.	A. J. Hockett	Surgeon	Wallowa, Ore.
			H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 33		FIRST CLASS						
19	11	105	457	17		April 14, 1957		20	12	458	106	18		
Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger				Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily										
	5.35	2.05		4.20	0.0	GRANGER			A 9.00		A12.27	A11.30		
	10.45 12.30	5.45 5.55		9.30 10.20	213.9	POCATELLO			3.45 2.50		8.30 8.20	6.15 5.20		
	3.55	8.25		1.50	373.8	GLENN'S FERRY			11.35		5.45	2.00		
	5.45	9.40		3.35	448.4	BOISE			9.50		4.30	12.15		
	8.35	11.40		6.30	550.1	M.T.	HUNTINGTON	M.T.	7.10		2.35	9.40		
	7.45	10.40		5.40		P.T.		P.T.	6.00		1.35	8.30		
	10.35	1.05		8.35	649.7	LA GRANDE			3.25		11.10	5.45		
	12.50	3.10		11.00	723.9	PENDLETON			1.05		9.08	3.05		
7.30					941.3	SPOKANE		A 6.30						
9.57					837.4	AYER		4.05						
11.00					786.3	WALLULA		2.55						
A11.45	1.55	3.55		12.40	755.3	HINKLE		2.20	12.20		8.30	2.10		
	4.10	5.30		3.10	855.4	THE DALLES			10.15		6.50	11.40		
	A 6.45	A 7.30	9.00	A 5.30	939.5	PORTLAND			8.00	A 9.15	5.00	9.30		
			A 1.00		1122.7	SEATTLE				5.00				
								Daily	Daily	Daily	Daily	Daily		
(4.15) 43.1	(26.10) 35.9	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9		Thru Time		(4.10) 44.6	(24.00) 39.1	(4.15) 45.4	(18.27) 50.9	(25.00) 37.6		
						Average speed per hour								

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 33		FIRST CLASS						
29	33	47	35	April 14, 1957		34	30	36	48					
Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily											
	11.20	9.25			0.0	McCAMMON		A 6.15	A 3.50					
	11.50 12.20	A 9.55			22.7	POCATELLO		5.45	3.15 2.45					
	1.45			2.45	73.3	IDAHO FALLS			1.10	A11.55				
				5.30	124.3	ASHTON				10.05	A 9.55			
				A 7.15	169.9	VICTOR					8.15			
				A 7.30	180.4	WEST YELLOWSTONE				7.30				
A 7.30					285.8	BUTTE			7.15					
								Daily	Daily	Daily	Daily			
(8.10) 35.0	(0.30) 45.4	(1.45) 26.1	(4.45) 22.5			Thru Time		(0.30) 45.4	(8.35) 33.3	(4.25) 24.2	(1.40) 27.4			
						Average speed per hour								

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

Main Line	776.64
Branches	1165.69
Grand Total	1942.33

WESTWARD					FIRST SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 33 April 14, 1957	Mile Post	FIRST CLASS			SECOND CLASS				
	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight				
										Daily Except Sunday and Monday	Daily			
BKOPTWXYZ	9.25AM	10.40PM	5.40PM	7.45AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 6.00PM	As 1.35AM	A 5.15AM				
100 P				s 7.55	D LIME BY	384.5	8.10	5.50	1.20					
100 PW					WEATHERBY	377.5								
150 PY				s 8.17	DURKEE	368.9		f 5.25						
100 P					OXMAN	361.7								
138 P				s 8.44	PLEASANT VALLEY	355.4								
WB 91 PY EB 109					ENCINA	351.9								
107 P					QUARTZ	347.3								
WB 100 BKOPW EB 111 XYZ		s 11.53PM	s 7.02	s 9.09	DN BAKER BC	342.0	s 7.00	s 4.36	s 12.10AM					
106 P					WING	337.6								
106 P				s 9.21	D HAINES KB	331.7		f 4.21						
106 P				s 9.32	D NORTH POWDER HD	322.1		f 4.10						
107 P					SAGO	315.5								
154 PVWY				f 9.46	TELOCASET	312.6								
105 P					CROOKS	308.9								
105 PVY					D UNION JCT. UN	302.2								
105 P					LONETREE	294.9								
BJKOPTWXYZ	A 1.59AM	A 1.00AM	A 8.25PM	A 10.25AM	DN-R LA GRANDE RA	289.8	5.45AM	3.25PM	11.10PM	2.35AM				
					(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday				
	(2.34) 38.8	(2.20) 42.7	(2.45) 36.2	(2.40) 37.4	..... Thru Time	(2.45) 36.2	(2.35) 38.6	(2.25) 41.2	(2.40) 37.4	..... Average speed per hour		

No. 12 and No. 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 33 April 14, 1957	Mile Post	FIRST CLASS			SECOND CLASS				
	125 Time Freight	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight				
										Daily Except Sunday and Monday	Daily			
BJKOPTWXYZ		12.10PM	8.35PM	10.35AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.35AM	A 3.15PM	A 11.05PM	A 2.25AM			
WB 71 PVWY EB 72						HILGARD	282.1							
139 P						MOTANIC	275.6							
P						NORDEEN	272.1							
141 PWXY						KAMELA	271.1							
P						ROSS	268.3							
WB 105 PW EB 102				s 11.25		MEACHAM	265.5							
136 P						HURON	257.7							
120 PW						CAMP	254.1							
WB 68 PWY EB 69				f 11.56AM		DUNCAN	248.5							
102 P						BONIFER	239.5							
106 PWY				f 12.13PM		GIBBON	236.9							
117 P						HOMLY	229.6							
116 P						MINTHORN	224.7							
115 P						MUNRA	218.9							
69 BJKPV WXYZ				s 11.00	s 12.50	s 3.10	DN PENDLETON FD	215.6	s 3.05	s 1.05	s 9.08			
155 JPX				s 12.56		RIETH	212.0							
135 P						BARNHART	208.3							
135 P						NOLIN	198.9							
135 P				f 11.34	s 1.22		D ECHO HI	192.6						
P				f 11.40	s 1.29	3.37	D STANFIELD ND	188.4						
BJKOPWXYZ	A 3.20PM	A 1.59PM	A 1.45PM	A 3.50AM		DN-R HINKLE UK	184.2	2.10AM	12.20PM	8.30PM	11.15PM			
						(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday			
	(3.10) 33.3	(3.24) 31.4	(3.10) 33.3	(2.45) 38.4	..... Thru Time	(3.25) 30.9	(2.55) 36.2	(2.35) 40.9	(3.10) 33.3	..... Average speed per hour		

For conditional stops to discharge or pick up passengers, see page 31.

For stations not shown on schedule pages, see page 22.

WESTWARD		THIRD SUBDIVISION								
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 33 April 14, 1957		STATIONS	
		125 Time Freight	151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	17 Passenger		
		Daily Except Sunday and Monday	Daily	Daily		Daily	Daily	Daily		
BJKOPWXYZ		3.30 ^{PM}	9.30 ^{AM}	1.45 ^{AM} ¹⁸		1.55 ^{PM}	3.55 ^{AM}	12.40 ^{AM}	DN-R HINKLE UK	
P		3.39	9.40	1.55		2.05		12.47	D ORDNANCE RN	
136 PW		3.42	9.43	1.58		2.08	4.02	12.49	MUNLEY	
136 P		3.49	9.51	2.06		2.14	4.07	12.54	CLARKE	
136 P		3.57	10.00	2.15		2.22	4.12	1.00	DN BOARDMAN BD	
130 P		4.06	10.14	2.26		2.31	4.19	1.12 ¹⁸	CASTLE	
19 JP		4.15	10.26	2.37		2.38		1.21	N HEPPNER JCT. WI	
143 P		4.17 ²⁶⁴	10.28	2.39		2.40	4.26	1.23	WILLOWS	
WB 142 EB 117 BJKOPTX		4.29	10.45	2.52		2.51	4.34 ²⁶²	1.32	DN ARLINGTON MX	
135 P		4.36	11.05 ¹²	2.59		2.59	4.38	1.49	GILMORE	
132 P		4.43	11.24	3.06		3.05 ²⁶⁴	4.42	1.55	BLALOCK	
134 P		4.51	11.33	3.15		3.12	4.47	2.02	QUINTON	
137 P		5.01	11.48	3.30 ²⁶²		3.20	4.54	2.11	GOFF	
148 P		5.09	11.57 ^{AM}	3.39		3.26	4.59	2.18	RUFUS	
150 JP		5.15	12.07 ^{PM}	3.48		3.32	5.04	2.24	DN BIGGS BX	
60 P		5.19	12.13	3.54		3.37	5.07	2.29	MILLER	
JPV		5.27	12.24	4.05		3.44	5.13	2.36	OREGON TRUNK JCT.	
80 P		5.32	12.30	4.13		3.49	5.17	2.42	DUNE	
BKOPTWXX		A 5.50 ^{PM}	A 12.40 ^{PM}	A 4.35 ^{AM}		A 4.05 ^{PM}	As 5.30 ^{AM}	A 3.00 ^{AM}	DN-R THE DALLES DK	
		(2.20) 42.2	(3.10) 31.1	(2.50) 34.7		(2.10) 45.4	(1.35) 62.1	(2.20) 42.2	..... Thru Time.....
									..... Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.
The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

No. 17 will stop at Ordnance on Saturday and Sunday for passengers.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

		THIRD SUBDIVISION							EASTWARD	
Time-Table No. 33 April 14, 1957		Mile Post	FIRST CLASS			SECOND CLASS				
STATIONS			12	106	18	262	264	126		
			Mail and Express	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight		
DN-R HINKLE UK		184.2	A 12.10 ^{PM}	A 8.25 ^{PM}	A 1.45 ^{AM} ²⁵⁷			A 6.30 ^{AM}	A 5.45 ^{PM}	A 11.05 ^{PM}
D ORDNANCE RN		177.7	* 11.59 ^{AM}	8.15	1.36			6.00	5.20	10.53
MUNLEY		175.8	11.55	8.13	1.34			5.55	5.15	10.51
CLARKE		170.0	11.50	8.08	1.28			5.45	5.05	10.45
DN BOARDMAN BD		163.8	* 11.42	8.03	1.22			5.30	4.50	10.38
CASTLE		155.7	11.34	7.56	1.12 ¹⁷			5.15	4.35	10.29
N HEPPNER JCT. WI		148.2	11.27	7.49	1.00			4.59	4.23	10.20
WILLOWS		147.0	11.25	7.48	12.58			4.56	4.17 ¹²⁵	10.18
DN ARLINGTON MX		138.5	* 11.15	7.40	* 12.47			4.34 ¹⁰⁵	3.35	10.07
GILMORE		134.0	11.05 ¹⁵¹	7.36	12.29			4.05	3.20	9.59
BLALOCK		129.3	11.01	7.32	12.25			3.57	3.05 ¹¹	9.53
QUINTON		123.2	10.55	7.27	12.19			3.48	2.43	9.46
GOFF		115.0	10.47	7.20	12.12			3.30 ²⁵⁷	2.28	9.37
RUFUS		109.0	10.41	7.15	12.06			3.17	2.17	9.29
DN BIGGS BX		103.1	10.36	7.10	12.01 ^{AM}			3.07	2.07	9.23
MILLER		100.4						3.01	2.01	
OREGON TRUNK JCT.		95.1	10.26	7.01	11.51 ^{PM}			2.50	1.50	9.12
DUNE		91.9	10.23	6.58	11.48			2.45	1.45	9.08
DN-R THE DALLES DK		85.8	10.15 ^{AM}	6.50 ^{PM}	11.40 ^{PM}			2.30 ^{AM}	1.30 ^{PM}	9.00 ^{PM}
			Daily	Daily	Daily			Daily	Daily	Daily Except Saturday and Sunday
			(1.55) 51.3	(1.35) 62.1	(2.05) 47.2			(4.00) 24.6	(4.15) 23.2	(2.05) 47.2

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.
The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

No. 12, daily except Saturday and Sunday, will reduce speed to 30 MPH at Blalock to permit exchange of mail.
No. 18 will reduce speed to 30 MPH at Boardman to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

WESTWARD				FOURTH SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 33				
	125	151	257	458	11	105	17	April 14, 1957				
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	STATIONS				
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily					
BKOPTWXZ	6.05PM	1.15PM	5.35AM		4.10PM	5.30AM	3.10AM	DN-R THE DALLES DK				
P	6.15	1.25	5.45		4.15	5.35	3.16	CRATES				
136 P	6.37 ¹⁰⁶	1.35	5.55		4.21	5.41	3.22	ROWENA				
133 P	6.55	1.47	6.07		4.30	5.50	3.33	MOSIER				
WB 72 EB 107 PVX	7.15	2.00	6.20		4.42	6.01	3.45	HOOD RIVER KI				
131 P	7.21	2.07	6.27		4.48	6.06	3.51	MENO				
132 PW	7.34	2.25	6.44		5.00	6.18	4.05	WYETH				
139 P	7.54 ¹²⁶	2.39	6.57		5.10	6.27	4.15	CASCADE LOCKS CJ				
122 PW	8.05	2.47	7.05		5.17	6.32	4.22	BONNEVILLE MU				
131 P	8.13	2.56	7.14		5.23	6.38	4.28	DODSON				
131 PZ	8.23	3.10	7.27		5.35 ¹⁰⁶	6.47	4.38	BRIDAL VEIL JU				
131 P	8.30	3.18	7.35		5.44	6.52	4.43	ROOSTER ROCK				
56 107 IJP	8.45	3.32	7.50		5.58	7.00	4.54	TROUTDALE SN				
51 P					6.05	7.03	4.59	FAIRVIEW FA				
53 P		VIA KENTON	VIA KENTON	VIA KENTON	6.15	7.09	5.06	CLARNIE				
28 PX					6.21	7.15	5.12	GRAHAM				
17 PX					6.27	7.19	5.17	BRUUN				
IJPVXY					6.31	7.22	5.21	EAST PORTLAND				
51 P	8.55	3.42	8.00					HEMLOCK				
100 P	9.05	3.52	8.10					FIR FR				
73 BKPXZ	9.20	4.15	8.25					KENTON KN				
IJVX					8.55PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	DN NORTH PORTLAND JCT. KD			
IJPXY					8.57			PENINSULA JCT.				
IJPX	9.35	4.30	8.40		8.59			ST. JOHNS JCT. JN				
BKOPTWXZ	A 9.45PM	A 4.55PM	A 9.00AM					DN-R ALBINA BX				
IJPVXY					9.06	6.31	7.22	5.21	EAST PORTLAND			
BIKPV					A 9.15PM	A 6.45PM	A 7.30AM	A 5.30AM	DN-R PORTLAND P-VC			
								VIA GRAHAM (85.8) VIA KENTON (92.2)				
	(3.40)	(3.40)	(3.25)		(0.20)	(2.35)	(2.00)	(2.20) Thru Time			
	24.7	24.7	26.1		20.4	33.2	42.9	36.8 Average speed per hour			

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.

The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

FOURTH SUBDIVISION				EASTWARD							
Time-Table No. 33				FIRST CLASS				SECOND CLASS			
April 14, 1957				12	457	106	18	264	126	262	
STATIONS				Mail and Express	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight	
DN-R	THE DALLES	DK	85.8	A 10.10AM		As 6.50PM	A 1.30PM		A 12.45PM	A 8.55PM	A 1.00AM
	CRATES		81.7	10.03		6.43	11.18		12.27	8.45	12.42
	ROWENA		76.5	9.57		6.37 ¹²⁵	11.12		12.17	8.39	12.32
	MOSIER		70.2	9.48		6.27	11.03		12.05PM	8.30	12.20
DN	HOOD RIVER	KI	62.8	9.39		6.18	10.54		11.53AM	8.22	12.08
	MENO		58.7	9.30		6.12	10.44		11.46	8.16	12.01AM
	WYETH		50.2	9.18		6.01	10.32		11.30	8.04	11.45PM
DN	CASCADE LOCKS	CJ	43.0	9.08		5.52	10.23		11.17	7.54 ¹²⁵	11.32
D	BONNEVILLE	MU	38.7	9.03		5.47	10.18		11.09	7.49	11.25
	DODSON		33.9	8.57		5.42	10.12		11.00	7.43	11.17
D	BRIDAL VEIL	JU	26.6	8.48		5.35 ¹¹	10.04		10.50	7.34	11.06
	ROOSTER ROCK		22.7	8.38		5.30	10.00		10.40	7.29	10.59
DN	TROUTDALE	SN	15.6	8.27		5.23	9.53		10.25	7.21	10.45
D	FAIRVIEW	FA	13.9	8.24		5.21	9.51		10.19	7.17	10.40
	CLARNIE		7.9	8.16		5.15	9.45		10.07	7.11	10.28
	GRAHAM		4.4	8.11		5.10	9.40		9.59	7.06	10.20
	BRUUN		1.9	8.07		5.06	9.36		9.54	7.02	10.14
	EAST PORTLAND		0.5	8.04		5.03	9.33		9.50	6.59	10.10
D	HEMLOCK	FR	17.0								
	FIR		12.4								
DN	KENTON	KN	8.1								
DN	NORTH PORTLAND JCT.	KD	6.8	VIA GRAHAM	A 9.16AM	VIA GRAHAM	VIA GRAHAM		VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
	PENINSULA JCT.		5.6		9.13						
DN	ST. JOHNS JCT.	JN	4.2		9.10						
DN-R	ALBINA	BX	1.6						9.30AM		9.45PM
	EAST PORTLAND		0.5							6.59	
DN-R	PORTLAND	P-VC	0.0		8.00AM	9.00AM	5.00PM	9.30PM		6.55PM	
	VIA GRAHAM (85.8)			Daily	Daily	Daily	Daily		Daily	Daily Except Saturday and Sunday	Daily
	VIA KENTON (92.2)										
				(2.10)	(0.16)	(1.50)	(2.00)		(3.15)	(2.00)	(3.15)
				39.6	25.5	46.8	42.9		26.6	42.9	26.6

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.

The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.

No. 18 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

WESTWARD		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 33 April 14, 1957	STATIONS	
	379	151	361	363			97	19			
	Freight	Freight	Freight	Mixed			CM St. P & P Streamliner Passenger	Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily			Daily	Daily			
BKPVX			12.35AM				11.25PM	7.30PM	DN-R SPOKANE DS AU	DOUBLE TRACK	
PX			12.45				11.31	7.34	WEST SPOKANE		
48 P			12.55				11.38	7.38	3.6 COWLES		
53 P			1.05				11.45	7.43	4.2 MARSHALL		
103 PWX			1.20				11.56PM	7.52	N CHENEY CY		
51 P			1.30				12.04AM	7.58	5.2 GEIB		
52 P			1.40				12.10	8.05	5.0 MASON		
53 PW			1.55				12.19	8.13	7.4 CROSKY		
109 P			2.05				12.25	8.18	4.0 WELLS		
52 P			2.20				12.32	8.25	6.6 PALM LAKE		
44 P			2.30				12.38	8.31	5.2 ASHBY		
52 P			2.40				12.44	8.36	4.2 EMDEN		
75 JOPVWXY			3.00				A 12.55AM	8.45	6.7 DN-R MARENGO RA		
52 P			3.10					8.51	4.8 THAVIS		
63 P			3.17					8.56	4.4 MACK		
51 P			3.25					9.01	4.2 ANKENY		
38 JPWY		3.01PM	3.40					9.12	7.9 N-R HOOPER JCT. HR		
53 P		3.15	3.50					9.19	5.6 PARK		
146 P		3.45	4.19 ²⁰					9.28	6.2 JOSO		
73 P		4.01	4.35 ³⁷⁸					9.36	5.8 CHEW		
BJKOPWXY	A	4.20PM	6.00					9.57	3.8 DN-R AYER JD		
96 P			6.15					10.05	6.0 RUXBY		
96 P			6.30					10.14	7.8 SCOTT		
46 P			6.40					10.21	5.9 WALKER		
96 P			6.46					10.25	3.0 SIMMONS		
96 PW			7.05					10.36	7.8 PAGE		
95 P			7.20					10.45	7.3 ASH		
94 P			7.30					10.51	6.0 HUMORIST		
157 JKPVWXY			7.50	7.25AM	4.30AM			11.00	7.0 DN-R WALLULA JN		
JPVXY			7.55	7.30	4.40			11.03	1.7 WALLULA JCT.		
157 P			8.20	7.47	5.00			11.15	10.3 JUNIPER		
159 P			8.40	8.05	5.20			11.26	9.8 COLD SPRINGS		
BJKOPWXYZ	A	9.15AM	8.30AM	5.40AM				11.45PM	9.2 DN-R HINKLE UK		
									(186.0)		

(1.19) (8.40) (1.05) (1.10) Thru Time
 11.3 21.4 28.6 26.6 Average speed per hour.....
 (1.30) (4.15) Thru Time
 40.7 43.1 Average speed per hour.....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 No. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.
 No. 379 arriving at Hooper Jct. on Connell Branch will run as No. 379 on Sixth Subdivision Hooper Jct. to Ayer.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 33 April 14, 1957	STATIONS	
	362	378	298	364			20	98			
	Freight	Freight	Freight	Mixed			Passenger	CM St. P & P Streamliner Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily			Daily	Daily			
BKPVX			12.35AM				11.25PM	7.30PM	DN-R SPOKANE DS AU	DOUBLE TRACK	
PX			12.45				11.31	7.34	WEST SPOKANE		
48 P			12.55				11.38	7.38	3.6 COWLES		
53 P			1.05				11.45	7.43	4.2 MARSHALL		
103 PWX			1.20				11.56PM	7.52	N CHENEY CY		
51 P			1.30				12.04AM	7.58	5.2 GEIB		
52 P			1.40				12.10	8.05	5.0 MASON		
53 PW			1.55				12.19	8.13	7.4 CROSKY		
109 P			2.05				12.25	8.18	4.0 WELLS		
52 P			2.20				12.32	8.25	6.6 PALM LAKE		
44 P			2.30				12.38	8.31	5.2 ASHBY		
52 P			2.40				12.44	8.36	4.2 EMDEN		
75 JOPVWXY			3.00				A 12.55AM	8.45	6.7 DN-R MARENGO RA		
52 P			3.10					8.51	4.8 THAVIS		
63 P			3.17					8.56	4.4 MACK		
51 P			3.25					9.01	4.2 ANKENY		
38 JPWY		3.01PM	3.40					9.12	7.9 N-R HOOPER JCT. HR		
53 P		3.15	3.50					9.19	5.6 PARK		
146 P		3.45	4.19 ²⁰					9.28	6.2 JOSO		
73 P		4.01	4.35 ³⁷⁸					9.36	5.8 CHEW		
BJKOPWXY	A	4.20PM	6.00					9.57	3.8 DN-R AYER JD		
96 P			6.15					10.05	6.0 RUXBY		
96 P			6.30					10.14	7.8 SCOTT		
46 P			6.40					10.21	5.9 WALKER		
96 P			6.46					10.25	3.0 SIMMONS		
96 PW			7.05					10.36	7.8 PAGE		
95 P			7.20					10.45	7.3 ASH		
94 P			7.30					10.51	6.0 HUMORIST		
157 JKPVWXY			7.50	7.25AM	4.30AM			11.00	7.0 DN-R WALLULA JN		
JPVXY			7.55	7.30	4.40			11.03	1.7 WALLULA JCT.		
157 P			8.20	7.47	5.00			11.15	10.3 JUNIPER		
159 P			8.40	8.05	5.20			11.26	9.8 COLD SPRINGS		
BJKOPWXYZ	A	9.15AM	8.30AM	5.40AM				11.45PM	9.2 DN-R HINKLE UK		
									(186.0)		

(4.10) (1.30) Thru Time
 44.6 40.7 Average speed per hour.....
 (1.00) (1.00) (8.30) (1.05) Thru Time
 31.0 21.5 21.9 28.6 Average speed per hour.....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS	304 Mixed
	305 Mixed					Daily Except Sunday
28 WXY	8:00 AM	D-R JOSEPH J	83.8	A10:45 AM	
22 X	8:30	D ENTERPRISE RS	78.0	10:30	
39	9:00	LOSTINE	67.8	9:47	
27 WXY	9:30 ³⁰⁴	D WALLOWA WO	60.0	9:30 ³⁰⁴	
12 W (M.P. 49.0)	10:05	MINAM	47.1	8:37	
40 W (M.P. 32.6)	10:35	LOOKING GLASS	33.8	8:07	
32	11:05	GULLING	25.1	7:45	
35 WXY	11:25	D ELGIN GN	20.9	7:35	
18	11:50 AM	D IMBLER BR	12.3	7:02	
20	12:10 PM	ALICEL	8.4	6:52	
BKOPT WXYZ	A12:50 PM	DN-R LA GRANDE RA	0.0	6:30 AM	Daily Except Saturday
(4.50) Thru Time		(4.18)			
17.3 Average speed per hour		19.7			

(4.50) Thru Time (4.18)
17.3 Average speed per hour 19.7

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
22	SPARKS	6.7			
18 WX	D PILOT ROCK RO	14.9			
(14.9)					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
95 P	D HERMISTON MN	3.9			
PWXY	D UMATILLA CS	10.1			
63 P	IRRIGON	17.9			
(17.9)					

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
19 P	LEXINGTON	36.3			
7	JORDAN	31.0			
15 PW	D IONE ON	28.3			
3	McNAB	25.2			
13	MORGAN	19.8			
3	CECIL	14.5			
19 JPX	N-R HEPPNER JCT. WI	0.0			
(45.2)					

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
22	GWENDOLEN	36.3			
27	SPEECE	32.3			
26	CLEM	28.6			
29 P	MIKKALO	24.4			
27	BARNETT	19.7			
11 P	ROCK CREEK	16.0			
29	SHUTLER	7.3			
WB 126 BKJO EB 113 PTWX	DN-R ARLINGTON MX	0.0			
(44.5)					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
10	EAKIN	42.5			
28 PW	D GRASS VALLEY VY	38.5			
25	MORO MR	27.0			
16	KLONDIKE	14.2			
32 PW	D WASCO WA	9.7			
6	THORNBERRY	5.2			
150 JPX	DN-R BIGGS BX	0.0			
(52.5)					

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS	314 Mixed
	313 Mixed					Daily Except Monday
BKOP WXYZ	5:00 AM	DN-R BEND ND	150.0	A 2:30 PM	

BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
(150.0)				Daily Except Sunday	
(7.01) Thru Time (7.00)					
21.4 Average speed per hour 21.4					

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
	7.3				
	N. P. CROSSING	7.3			
	0.1				
BKPV WXYZ	D-R OLYMPIA OA	7.4			
(7.4)					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
10	EAKIN	42.5			
28 PW	D GRASS VALLEY VY	38.5			
25	MORO MR	27.0			
16	KLONDIKE	14.2			
32 PW	D WASCO WA	9.7			
6	THORNBERRY	5.2			
150 JPX	DN-R BIGGS BX	0.0			
(52.5)					

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS	308 CMSt.P&P Freight
	307 Mixed					309 CMSt.P&P Freight	Daily Except Monday	Daily Except Sunday
BKOPT WXYZ	2:00 PM	DN-R CENTRALIA CN	0.0		A 8:45 PM

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
20 P	2:20	GALVIN	5.0		8:25
43 JPVX	2:40	12:01 AM	12.2	A 7:40 PM	8:10
46 PWX	2:45	12:05	13.7	7:20	7:50
52 P	3:05	12:30	22.2	7:00	7:30
61	3:20	12:40	26.3	6:45	7:15
44 P	3:30	12:55	30.8	6:35	7:05
6 P	3:35	1:00	32.5	6:30	7:00
53 PXY	4:05	1:35	42.4	6:05	6:35
X			42.4		
PVX			43.9		
53 PXY	4:05	1:35	42.4	6:05	6:35
27	4:10	1:43	43.8	5:55	6:25
32 P	4:20	1:50	46.7	5:45	6:15
83 PXY	4:35	2:05	51.2	5:30	6:00
JV			53.2		
M			53.3		
82 BKPVXZ	A 4:45 PM	A 2:35 AM	DN-R ABERDEEN SA	53.9	5:15 PM
(57.5)				Daily Except Sunday	
(3.00) Thru Time (2.40)					
19.2 Average speed per hour 17.0					

BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33 April 14, 1957	Mile Post	STATIONS	Mile Post	STATIONS
(57.5)				Daily Except Sunday	
(3.00) Thru Time (2.40)					
19.2 Average speed per hour 17.0					

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		YAKIMA BRANCH					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					Time-Table No. 33		
		907	373	361	909	363	April 14, 1957	
		N. P. Freight	N. P. Freight	Freight	N. P. Freight	Mixed		
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
							STATIONS	
BKOPTVWXYZ						9.30 PM	DN-R YAKIMA NY	
39 X						9.40	UNION GAP	
MP							N. P. CROSSING	
30 P						9.50	PARKER	
M							N. P. CROSSING	
32 P						10.00	DONALD	
18 PV						10.05	SAWYER	
40 PV						10.15	BUENA BA	
74 PVX						10.25	ZILLAH AH	
53 P						10.48	GRANGER	
52						11.05	EMERALD	
35 JPXY						11.30 PM	MIDVALE	
51 PVWX						12.01 AM	GRANDVIEW GW	
44 P						12.25	NORTH PROSSER	
53						12.50	CHAFFEE	
42 PX						1.20	BENTON CITY	
53						1.40	ACTON	
51 JPX			7.40 AM	6.20 AM		2.10	RICHLAND JCT.	
55 BKPVWX			A 8.00 AM	6.50		2.50	KENNEWICK KN	
12 P				7.00		3.10	HEDGES	
70 JPV			6.25 PM	7.10	6.35 AM	3.20	VILLARD JCT.	
70 JPWX			A 6.45 PM				ATTALIA	
157 JKPVWXY				A 7.25 AM	A 6.50 AM	A 3.35 AM	WALLULA JN	

(0.20) (0.20) (1.05) (0.15) (6.05) Thru Time
 19.2 17.4 18.1 28.0 16.1 Average speed per hour.....

WESTWARD		SUNNYSIDE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time Table No. 33					
	April 14, 1957					
	STATIONS					
35 JPXY		R	MIDVALE			
PVX		D	SUNNYSIDE	SI		
			(2.8)			

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 22.

WESTWARD		YAKIMA BRANCH					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					Time-Table No. 33		
		908	362	374	910	364	April 14, 1957	
		N. P. Freight	Freight	N. P. Freight	N. P. Freight	Mixed		
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
							STATIONS	
DN-R	YAKIMA, NY	98.0				A 2.15 AM		
	UNION GAP	94.6				1.55		
	N. P. CROSSING	91.3						
	PARKER	90.8				1.45		
	N. P. CROSSING	89.4						
	DONALD	86.8				1.30		
	SAWYER	84.5				1.20		
	BUENA BA	81.6				1.10		
	ZILLAH AH	78.5				12.55		
	GRANGER	73.4				12.25		
	EMERALD	67.2				12.05 AM		
R	MIDVALE	63.6				11.30 PM		
DN	GRANDVIEW GW	57.7				11.10		
	NORTH PROSSER	50.8				10.50		
	CHAFFEE	43.0				10.30		
	BENTON CITY	36.5				10.12		
	ACTON	31.3				9.55		
R	RICHLAND JCT.	19.0	A 5.20 AM	A 5.30 AM		9.25		
DN	KENNEWICK KN	13.2	5.00	5.10 AM		8.52		
	HEDGES	8.7	4.25			8.38		
	VILLARD JCT.	7.0	A 2.35 AM	4.15	A 1.50 PM	8.30		
	ATTALIA	0.6	2.15 AM					
DN-R	WALLULA JN	0.0		4.00 AM		1.30 PM	8.15 PM	

(0.20) (1.20) (0.20) (0.20) (6.00) Thru Time
 19.2 14.7 17.4 21.0 16.4 Average speed per hour.....

WESTWARD		SUNNYSIDE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time Table No. 33					
	April 14, 1957					
	STATIONS					
R	MIDVALE	0.0				
D	SUNNYSIDE	2.8				
	(2.8)					

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 22.

WESTWARD		SPOKANE-TEKOA BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 33						
	381		298	391	387	95		April 14, 1957					
	CMSt.P&P Freight		Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger		STATIONS					
		Daily	Daily	Daily Except Sunday	Daily	Daily							
BKPVX			6.30PM			11.25PM	DN-R SPOKANE DS AU	185.4	11.15PM	12.35AM			
LJPX			6.40			11.30	DN N. P. CROSSING CG	183.5	11.06	12.25			
BIJKOP TVWXZ		9.30PM	6.50PM	3.30PM	12.30AM	11.35	EAST SPOKANE 2.1		181.0	11.01	12.15AM		
59 IVX		9.40		3.45	12.40	11.40	DN DISHMAN SP	188.9	10.56	8.05	10.10		
35		9.58		3.55	12.50	11.46	CHESTER 6.0	155.7	10.50	7.55	10.00		
78		10.15		4.10	1.07	11.58PM	D MICA MA	149.7	10.39	7.33	9.42		
38		10.34 ⁹⁴		4.21	1.17	12.03AM	FREEMAN 3.3	146.9	10.34 ³⁸¹	7.25	9.35		
VX		10.50PM		4.35 ³⁰²	1.30AM	12.11AM	DN-R MANITO MU	143.6	10.30PM	7.15AM	9.25AM		
23				4.46			D ROCKFORD RD	138.4			4.20		
40				4.57			DARKNELL 3.4	135.1			4.10		
31 VX				5.07			D FAIRFIELD G	131.7			4.01		
25				5.30			LATAH 8.4	123.3			3.40		
BJOPWXYZ				5.50PM			DN-R TEKOA K	116.1			3.20PM		
							(49.3)				Daily Except Monday		
		(1.20)	(0.20)	(0.30)	(1.00)	(0.46)	Thru Time		(0.45)	(0.30)	(1.00)	(1.05)	(2.30)
		13.0	13.2	19.2	17.4	28.4	Average speed per hour		29.0	13.2	16.4	16.0	18.0

WESTWARD		SPOKANE-TEKOA BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 33						
	381		298	391	387	95		April 14, 1957					
	CMSt.P&P Freight		Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger		STATIONS					
		Daily	Daily	Daily Except Sunday	Daily	Daily							
BKPVX			6.30PM			11.25PM	DN-R SPOKANE DS AU	185.4	11.15PM	12.35AM			
LJPX			6.40			11.30	DN N. P. CROSSING CG	183.5	11.06	12.25			
BIJKOP TVWXZ		9.30PM	6.50PM	3.30PM	12.30AM	11.35	EAST SPOKANE 2.1		181.0	11.01	12.15AM		
59 IVX		9.40		3.45	12.40	11.40	DN DISHMAN SP	188.9	10.56	8.05	10.10		
35		9.58		3.55	12.50	11.46	CHESTER 6.0	155.7	10.50	7.55	10.00		
78		10.15		4.10	1.07	11.58PM	D MICA MA	149.7	10.39	7.33	9.42		
38		10.34 ⁹⁴		4.21	1.17	12.03AM	FREEMAN 3.3	146.9	10.34 ³⁸¹	7.25	9.35		
VX		10.50PM		4.35 ³⁰²	1.30AM	12.11AM	DN-R MANITO MU	143.6	10.30PM	7.15AM	9.25AM		
23				4.46			D ROCKFORD RD	138.4			4.20		
40				4.57			DARKNELL 3.4	135.1			4.10		
31 VX				5.07			D FAIRFIELD G	131.7			4.01		
25				5.30			LATAH 8.4	123.3			3.40		
BJOPWXYZ				5.50PM			DN-R TEKOA K	116.1			3.20PM		
							(49.3)				Daily Except Monday		
		(1.20)	(0.20)	(0.30)	(1.00)	(0.46)	Thru Time		(0.45)	(0.30)	(1.00)	(1.05)	(2.30)
		13.0	13.2	19.2	17.4	28.4	Average speed per hour		29.0	13.2	16.4	16.0	18.0

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 33		Mile Post
	391		April 14, 1957		
	Freight		STATIONS		
		Daily Except Sunday			
14 JPX	6.20PM	SELTICE	48.0		
		G. N. CROSSING	39.8		
		N. P. CROSSING	39.7		
34 VWX	7.01	D OAKESDALE ON	39.1		
44	7.30	THORNTON	31.2		
M		G. N. CROSSING	30.7		
28 WX	8.15	D ST. JOHN SJ	18.3		
27	8.45	WILLADA	11.5		
53	9.15	GRAVEL PIT	4.4		
63 BJKWXY	A 9.30PM	D-R WINONA WA	0.0		
		(48.0)			
		(3.10)	Thru Time		(0.45)
		15.0	Average speed per hour		20.9

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 33		Mile Post		STATIONS
	April 14, 1957				
	STATIONS				
		Daily			
5 X		DN-R WALLA WALLA BU	30.9		
M		COLLEGE PLACE	28.9		
17 X		W. W. V. RY. CROSSING	28.7		
10		GARRETT	28.6		
12		WHITMAN	24.0		
29 PX		D LOWDEN	19.3		
11		TOUCHET CH	15.0		
PV		REESE	7.5		
		ZANGAR JCT.	3.8		
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
JPVXY		3.8	WALLULA JCT.	0.0	
		(30.9)			

WESTWARD		MOSCOW BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 33	
	379		61		April 14, 1957	
	Freight		Passenger		STATIONS	
		Daily Except Monday	Daily			
BKTVX	9.00AM	5.30PM	D-R MOSCOW MO	28.1	8.50AM	11.15AM
1	9.20	5.41	WHITLOW	20.6	8.36	10.40
			N. P. CROSSING	19.3		
23 X	9.35	5.50	D PULLMAN XN	18.7	8.33	10.30
18	9.55 ³⁷⁸	6.03	ALBION	12.7	8.13	9.55 ³⁷⁹
19	10.05	6.10	SHAWNEE	9.7	8.05	9.40
JMOWXY	A 10.40AM	A 6.30PM	DN-R COLFAX CA	0.0	7.42AM	9.01AM
			(28.1)		Daily	Daily Except Monday
		(1.40)	(1.00)	Thru Time		(0.45)
		16.9	28.1	Average speed per hour		24.8

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 33		Mile Post
	379		April 14, 1957		
	Freight		STATIONS		
		Sunday Wednesday Thursday Saturday			
JOWXY	2.01PM	D-R LA CROSSE JA	0.0	6.00AM	
11 X	2.50	HOOPER	14.7	5.20	
32 JPWXY	A 2.55PM	N-R HOOPER JCT. HR	15.7	5.15AM	
34		WASHTUCNA	23.5		
21 V		D KAHLOTUS HO	37.4		
18 WXY		R CONNELL	52.9		
		(52.9)			
		(0.54)	Thru Time		(0.45)
		17.4	Average speed per hour		20.9

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392, No. 382 and No. 388.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.

No. 298 arriving at Spokane on Sixth Subdivision will run as No. 298 on Spokane-Tekoa Branch Spokane to East Spokane.

No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.

For stations not shown on schedule pages, see page 22.

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392, No. 382 and No. 388, and except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.

Between Moscow and Colfax, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.

No. 379 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 379 La Crosse to Hooper Jct.

No. 378 arriving at Hooper Jct. on Sixth Subdivision will run as No. 378 Hooper Jct. to La Crosse.

For stations not shown on schedule pages, see page 22.

WESTWARD					TEKOA-AYER BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 33 April 14, 1957	Mile Post	FIRST CLASS		SECOND CLASS				
	391	379	355	61	73			74	62	378	392	356		
	Freight	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Freight		
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily									
BJOP WXYZ	6.01 PM					DN-R TEKOA K	116.1				A 3.10 PM			
14 JPX	A 6.15 PM					R SELTICE	110.4				2.55			
32 W						D FARMINGTON FM	104.5				2.40			
M						N. P. CROSSING	103.4							
38 VX						N. P. CROSSING	95.4							
32 JMOVXY	11.01 AM					D GARFIELD GR	95.1				2.17			
M						ELBERTON	89.7				2.01			
14 East Spur X 16 West Spur X						D-R COLFAX CA	77.4	A 7.40 AM	A 8.40 AM	1.30				
34	11.15					G. N. CROSSING	77.3							
29	11.25					CREST	74.9		7.31	8.20	1.05			
27	11.50 AM					MOCKONEMA	72.5		7.26	8.10	12.55			
63 BJKWXY	12.20 PM					DIAMOND	68.5		7.19	8.01	12.45			
46	1.15					D ENDICOTT DI	57.9		7.04	7.25	12.20			
26 JOWXY	A 1.35 PM					D-R WINONA WA	52.1		6.54	7.10	12.01 PM			
42						HUTTON	48.0		6.45	6.55				
44						D-R LA CROSSE JA	41.5		6.37	6.15 AM				
42						JERRITA	35.8		6.27					
60 JPVWXY						HAY	30.2		6.17					
10 JPXY						CANYON	22.1		6.01					
41 X						DN-R RIPARIA XS	17.5	A 5.20 AM	5.54					
54 X						N. P. CROSSING	17.4							
BJKOPWXY	A 2.00 AM	A 9.05 PM	A 8.55 PM			R TUCANNON	12.6	5.09	5.42		A 6.40 PM			
						PATAHA	11.8		5.37		6.35			
						RIFTON	2.9	4.51	5.21		6.10			
						DN-R AYER JD	0.0	4.45 AM	5.15 AM		6.00 PM			
						(116.1)		Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday		
	(0.14) 24.4	(2.34) 14.0	(0.55) 13.7	(2.35) 29.9	(0.35) 30.0	..... Thru Time	(0.35) 30.0	(2.25) 32.0	(2.25) 14.9	(3.09) 20.3	(0.40) 18.9	..... Average speed per hour

WESTWARD POMEROY BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS
	355			356
	Freight			Freight
	Monday Wednesday Friday			Monday Wednesday Friday
35 TX	10.30 PM	D-R POMEROY PY	28.9	A 9.00 PM
25	10.50	ZUMWALT	24.4	8.30
7	11.15	DODGE	16.3	8.00
18	11.25	CHARD	14.5	7.50
8	11.40 PM	JACKSON	11.3	7.30
18	12.01 AM	DELANEY	7.9	7.20
JXY	A 12.40 AM	D STARBUCK SA	0.0	7.00 PM
			(28.9)	Monday Wednesday Friday
	(2.10) 13.3	..... Thru Time	(2.00) 14.5	..... Average speed per hour

WESTWARD TUCANNON BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS
	356			355
	Freight			Freight
	Monday Wednesday Friday			Monday Wednesday Friday
JPXY	6.40 PM	R TUCANNON	0.0	A 1.00 AM
JXY	A 6.50 PM	D STARBUCK SA	3.8	12.45 AM
10		RELIEF	9.3	
		(9.3)		Tuesday Thursday Saturday
	(0.10) 22.8	..... Thru Time	(0.15) 15.2	..... Average speed per hour
<p>Eastward trains are superior to trains of the same class in the opposite direction, except that No. 356 is superior to No. 355 on Tucannon Branch.—See Rule 5-72.</p> <p>Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.</p> <p>No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.</p> <p>No. 378 arriving at La Crosse on Connell Branch will run as No. 378 La Crosse to Colfax.</p> <p>For stations not shown on schedule pages, see page 22.</p>				

WESTWARD PENDLETON BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS
	365			366
	Freight			Freight
	Daily Except Sunday			Daily Except Sunday
27 X		ALTO	83.0	
23		MENOKEN	75.5	
26 JWX	11.45 AM	BOLLES	71.3	A 9.40 AM
26 X	11.58 AM	D PRESCOTT SY	66.7	9.28
21	12.35 PM	VALLEY GROVE	53.6	8.52
		N. P. CROSSING	47.2	
M		W. W. V. RY. CROSSING	46.6	
BJKOPTV WXYZ	A 12.55 PM	DN-R WALLA WALLA BU	46.1	8.30 AM
M		W. W. V. RY. CROSSING	44.2	
24		SPOFFORD	39.9	
M		W. W. V. RY. CROSSING	36.3	
39 VWX		D MILTON-FREEWATER CO	36.2	
50		BLUE MOUNTAIN	26.7	
20		DOWNING	23.4	
66 X		D WESTON WT	20.9	
20 X		D ATHENA CN	17.2	
41		ADAMS	12.6	
15		BLAKELEY	10.0	
BJKVWXYZ		DN-R PENDLETON FD	0.0	
		(83.0)		Daily Except Sunday
	(1.10) 21.6	..... Thru Time	(1.10) 21.6	..... Average speed per hour

WESTWARD DAYTON BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS	
	367	365			366	368
	Freight	Freight			Freight	Freight
	Tuesday and Friday	Daily Except Sunday				
29	12.01 PM		TURNER	24.8		A 1.50 AM
25	12.10		WHETSTONE	22.7		11.40
26 VWXY	A 12.50 PM	11.01 AM	D DAYTON DA	13.1	A 10.15 AM	11.00 AM
M			N. P. CROSSING	13.0		
M			N. P. CROSSING	13.0		
VX		A 1.03 AM	DAYTON JCT.	12.9	10.13 AM	
			(24.8)		Daily Except Sunday	Tuesday and Friday
	(0.49) 14.3	(0.44) 17.9	..... Thru Time	(0.35) 22.5	(0.50) 14.0	..... Average speed per hour

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

WESTWARD WALLACE BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS	
	387			388	
	Mixed			Mixed	
	Daily			Daily	
VX		1.30 AM	DN-R MANITO MU	19.8	A 9.25 AM
<p>BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.</p>					
VX		2.10 AM	DN-R PLUMMER JCT. WJ	16.2	Af 8.45 AM
22 X		2.31	CHATCOLET	22.8	f 8.24
X		2.53	HARRISON	30.5	f 7.59
43		3.05	D SPRINGSTON RC	34.0	f 7.44
20		3.40	LANE	45.3	f 7.09
33		3.55	ROSE LAKE	49.1	f 6.59
30		4.20	CATALDO	57.7	f 6.24
6 Y		4.35	ENAVILLE	62.5	f 6.09
18		4.40	PINE CREEK	64.1	f 5.59
JWX			BRADLEY	67.2	f
25 BKOX		A 5.00 AM	D-R KELLOGG-WARDNER DN	69.2	5.30 AM
31			OSBURN	75.8	
BKTVWXYZ			D-R WALLACE WC	80.2	
M			N. P. CROSSING	80.4	
M			N. P. CROSSING	80.6	
JX			WALLACE JCT.	80.7	
5 VWX			D BURKE B	86.9	
			(90.5)		Daily
	(3.30) 19.8	..... Thru Time	(3.55) 17.7	..... Average speed per hour	

WESTWARD SIERRA NEVADA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 33 April 14, 1957	Mile Post	SECOND CLASS	
	387			388	
	Mixed			Mixed	
	Daily			Daily	
JWX			BRADLEY	0.0	
X			END OF TRACK	2.0	
			(2.0)		
<p>This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.</p>					
<p>Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.—See Rule 5-72.</p> <p>No. 368 arriving at Turner will run as No. 367 Turner to Dayton.</p> <p>For stations not shown on schedule pages, see page 22.</p>					

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	West	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Yoakum.....	201.7	10	Both	Juno.....	20.8	10	Both
Pendair.....	213.5	80 P	Both	Huntley.....	22.6	2	Both
Mission.....	221.2	18 P	Both	Sunset.....	25.4	30	Both
Cayuse.....(1)	227.1	25 P	Both	Warner.....	45.3	11	Both
Thorn Hollow.....	232.1	48 P	Both	Moscow Branch			
North Fork.....	251.4	14 P	Both	Risbeck.....(6)	4.5	6	Both
		16 P	West	Parvin.....(6)	7.8	8	Both
Third Subdivision				Armstrong.....(6)	15.7	3 W {M.P. 16.2}	Both
Seufert.....	87.2	58	West	Holland.....	21.4	8	Both
Fourth Subdivision				Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett.....(1) (2)	20.3		None	Wacota.....	34.1	4	Both
Latourell.....(1) (2)	23.9		None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6		None	Sulphur.....	46.1	9	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	Tekoa-Ayer Branch			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
Via Kenton				Schreck.....	31.9	14	Both
Champ.....	9.5	7	Both	Thera.....(6)	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
		37	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	40 P	West	Pomeroy Branch			
		126	West	Houser.....	19.1	1	Both
Sixth Subdivision				Tucannon Branch			
Ice Harbor.....	223.5	23	West	Powers.....	2.7	4	Both
Sheffler.....	242.1	10	West	Pendleton Branch			
Matthews.....	253.3	4	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	5	Both	Bade.....	30.2	13	Both
Teske.....	310.6	2	Both	Barrett.....	33.1	10	Both
Joseph Branch				Prunedale.....	34.2	15	Both
Island City.....(3)	2.6	12	Both	State Line.....	41.7	10	Both
Conley.....(3)	5.9	6	Both	Langdon.....	43.6	12	Both
Vincent.....(3)	40.6	2	East	Russell.....	51.8	11	Both
Sevier.....	56.7	5	West	Hadley.....	56.5	19	Both
Freels.....	75.2	2	West	Berryman.....	59.8	9	Both
Marble.....	75.8	5	Both	Ennis.....	60.9	10	Both
		25	West	Robinson.....	67.6	2	Both
Pilot Rock Branch				McCall.....	69.4	2	Both
McBee.....	2.8	2	East	McKay.....	78.6	6	Both
Lens.....	11.2	4	East	Wallace Branch			
Grass Valley Branch				O'Gara.....(7)	26.3		None
Sandon.....	15.6	8	Both	Black Lake.....(7)	38.0		None
Hay Canyon.....	19.2	12	East	Dudley.....(7)	52.0	12	Both
De Moss.....	23.9	15	West	Smelterville.....(7)	66.3		None
Erskine.....	31.3	12	Both	Shont.....	72.8	3	Both
Bourbon.....	45.8	9	Both	Polaris.....	74.6	42	East
Grays Harbor Branch				Gem.....	84.1	5 X	Both
Raisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Balch.....(4)	18.3	18 P	Both	Dorn.....	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam.....(5)	48.3	10	Both	Ronan.....	19.3	28	West
Boone.....	76.4	1	East				
Flint.....	83.6	18	Both				

(1) Regular stop for No. 11.
 (2) Regular stop for No. 12.
 (3) Flag stop for Nos. 304-305.

(4) Flag stop for Nos. 306-307.
 (5) Flag stop for Nos. 363-364.

(6) Flag stop for Nos. 61-62.
 (7) Flag stop for Nos. 387-388.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
No. 125 and No. 126, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	With side rods and main rods in place.			25
Motor trains and inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars: On main line. On branch lines.			30 25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
No. 125 and No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Diesel freight and road switch locomotives.	65	65	50	On tracks other than main tracks.	15	15	15
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
1800 class Diesel yard locomotives in road service.	50	50	50				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.	
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15	
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20		Between M.P. 342.2 and 341.5.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20		North Powder Between M.P. 321.6 and 321.3.	70	60	50
Lime High line track and connection.			10		Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20		Between M.P. 319.5 and 315.4.	30	25	20
	Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25		Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.		60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.		40	35	25	Between M.P. 307.4 and 302.7.	35	30	20
	Between M.P. 371.0 and 370.7.	70	60	50	Between M.P. 349.8 and 348.4.	30	25	20	La Grande Over street crossings within city limits.	20	20	20
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	50	Between M.P. 345.1 and 343.6.		45	35	25
	Descending grade, M.P. 365.0 to Durkee.				25							

SECOND SUBDIVISION

La Grande Between M.P. 290.5 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35	
	Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60		45	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70		60	50
	Hilgard Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.		60	50	40
Huron Between M.P. 257.2 and 252.2.		35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	50
		Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	50	Nolin Between M.P. 198.6 and 198.5.	45	35	25	
Between M.P. 250.6 and 249.9.	70	60	50	Minthorn Between M.P. 223.8 and 222.8.	35	30	20		Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 249.6 and 249.4.	35	30	20		Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 194.5 and 193.4.	45	35	25	
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 217.6 and 216.3.	40	35	25	Echo Over street crossings.	30	30	30	
Between M.P. 246.1 and 245.6.	60	50	40	Pendleton Over Third, Main and Fourth Streets.	12	12	12		Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25		Over other street crossings within city limits.	20	20	20	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40									

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.	
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Arlington Between M.P. 138.0 and 137.8.	35	35	25	Goff Between M.P. 114.9 and 114.7.	70	60	50	
	Castle Between M.P. 154.5 and 149.4.	70	60		50	Between M.P. 136.2 and 136.1.	70		60	50	Between M.P. 114.5 and 112.5.	60	50	40
Heppner Jct. Between M.P. 148.4 and 147.9.		55	45	35	Between M.P. 134.8 and 134.7.	70	60	50	Between M.P. 110.5 and 110.1.	70	60	50
		Willows Between M.P. 147.0 and 146.3.	70	60	50	Gilmore Between M.P. 132.8 and 132.7.	70	60	50	Rufus Between M.P. 105.2 and 104.7.	70	60	50
Between M.P. 144.0 and 143.9.	60		50	40	Between M.P. 131.0 and 130.4.		60	50	40		Miller Between M.P. 99.3 and 98.8.	60	50	40
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 130.0 and 129.2.	70	60	50	Between M.P. 98.8 and 96.5.	70	60		50
				Between M.P. 124.8 and 124.0.	70	60	50	Dune Between M.P. 88.5 and 87.5.	70	60	50	
				Between M.P. 123.8 and 123.7.	55	45	35		The Dalles Over street crossings.	12	12	12
				Quinton Between M.P. 120.8 and 120.6.	60	50	40					
					Between M.P. 118.8 and 118.6.	70	60	50				
				Between M.P. 116.4 and 116.2.	70	60	50					

FOURTH SUBDIVISION

The Dalles Between M.P. 85.1 and 84.4.	20	20	20	Mono Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.1.	55	45	35
	Between M.P. 83.5 and 83.0.	45	35		25	Between M.P. 56.0 and 54.7.	35		30	20	Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Crates Between M.P. 81.2 and 80.1.	55	45	35	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35		Between M.P. 54.4 and 53.2.	60	50		40	Graham Between M.P. 2.7 and 1.0.	35	30	20
	Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 52.8 and 52.3.	55	45	35	Bruun		
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 52.3 and 50.4.	60	50	40	Troutdale Between Troutdale and Kenton via Fir.		35	35	35
Between M.P. 78.2 and 77.5.	70	60	50	Between M.P. 49.9 and 49.6.	55	45	35		Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 49.4 and 48.7.	35	30	20	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 48.7 and 43.3.	55	45	35	East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 75.1 and 73.7.	60	50	40	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	50		Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 72.7 and 71.9.	55	45	35		Between M.P. 42.4 and 41.4.	35	30	20			
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 39.9 and 38.2.	60	50	40				
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 68.4 and 67.1.	60	50	40	Dodson Between M.P. 32.8 and 31.7.	70	60	50				
Between M.P. 66.7 and 66.4.	40	35	25		Between M.P. 31.4 and 30.3.	60	50	40			
Between M.P. 66.4 and 64.4.	60	50	40	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Hood River Between M.P. 62.1 and 59.4.	55	45	35		Between M.P. 24.0 and 23.8.	55	45	35			
					Between M.P. 22.4 and 20.1.	60	50	40			
				Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	50				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour									
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.							
Maximum speed.	70	60	45	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				Argo Yard All turn-outs.			10							
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10															
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15															
				Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	20	20	20							
				Between M.P. 180.7 and 180.9.	35	35	25											

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Simmons Between M.P. 242.5 and 243.5.	40	25		Ankeny Between M.P. 294.4 and 294.5.	40	25								
Between Wallula and Marengo.	60	45																
Between Marengo and Spokane.	70	60	45															
Hinkle East and West legs of wye.	20	20						Marengo Between M.P. 308.6 and 309.0.	60	50	40							
Between M.P. 186.0 and 187.3.	60	50																
Cold Springs Between M.P. 200.7 and 201.0.	50	40		Scott Between M.P. 252.8 and 253.0.	45	35		Cheney Within city limits.	35	35	35							
												Between M.P. 256.9 and 257.1.	45	35				
Juniper Between M.P. 209.2 and 211.7.	40	30		Ruxby Between M.P. 200.3 and 260.5.	50	40		Over street crossings.	15	15	15							
Wallula Jct. West leg of wye.	15	15																
Wallula Between M.P. 214.6 and 215.5 over manual switches.	20	20		Chew Between M.P. 268.2 and 269.3.	30	30		Between M.P. 352.8 and 353.5.	55	45	35							
Between M.P. 217.2 and 217.4.	45	35																
Between M.P. 219.1 and 219.5.	50	40																
Humorist Between M.P. 224.2 and 224.5.	50	40																
Ash Between M.P. 226.8 and 227.0.	50	40		Park Between M.P. 280.0 and 281.6.	40	25		Between M.P. 354.0 and 363.8 on curves.	60	50	35							
Between M.P. 228.1 and 229.9.	35	25																
Between M.P. 230.8 and 232.3.	45	35																
Page Between M.P. 233.0 and 233.4.	50	40		Hooper Jct. Between M.P. 286.1 and 286.5.	50	40		Between M.P. 364.2 and 364.4.	45	35	25							
Between M.P. 234.0 and 235.6.	35	25																
Between M.P. 236.3 and 238.1.	35	25																
Between M.P. 239.0 and 239.8.	50	40																
								Between M.P. 364.7 and 364.9.	55	45	35							
								Between M.P. 365.1 and 366.2.	25	25	15							
								Between M.P. 366.5 and 367.1.	45	35	25							
								Over Bridge 367.13.	10	10	10							
								Spokane Through Union Station limits.	15	15	15							
								Union Station over slip switches.	10	10	10							

BRANCHES

On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below, but in no case may permissible speed for such branch be exceeded.

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Joseph Branch Maximum speed.	30	30		Grass Valley Branch Maximum speed.	25	25		Melbourne Between M.P. 44.3 and 45.5.	15	15	
3-degree curves.	20	20				20	20			Between M.P. 46.3 and 46.8.	20	20
4- and 5-degree curves.	15	15			15	15		Cosmopolis Within city limits.	15	15	
On curves of 6 degrees and over.	10	10			10	10			Handling logs within city limits		8
Between La Grande and M.P. 13.0.	25	25			25	25		Between M.P. 53.5 and 53.7.	10	10	
Between M.P. 25.0 and 55.0.	25	25			20	20		Aberdeen Within city limits.	20	20	
Between M.P. 72.0 and Joseph.	25	25			10	10			Over Boone St. Crossing.	5	5
Pilot Rock Branch Maximum speed.	15	15		Olympia Branch Maximum speed.	20	20		Over other street crossings.	10	10	
Umatilla Branch Maximum speed.	40	40		Olympia Within city limits.	10	10		Yakima Branch Maximum speed. Between Wallula and Villard Jct.	60	50	
Hinkle Between M.P. 0.0 and 0.1.	15	15				15	15			Between Villard Jct. and M.P. 70.	50	35
Between M.P. 2.3 and 3.7.	20	20			10	10		Between M.P. 70 and Yakima.	45	30	
Hermiston Standard and Union Oil spurs.	6	6		Grays Harbor Branch Maximum speed.	30	30		With pile driver 0321.		15	
On house track west of McNaught Warehouse.	6	6							On 4-degree curves.	45	35
Over road crossing east end of depot.	15	15			10	10		On 5- and 6-degree curves.	35	25	
Between M.P. 5.9 and 6.0.	35	35		Centralia Between M.P. 1.0 and 1.3.	10	10		Villard Jct. Between M.P. 7.1 and 7.4.	30	30	
Between M.P. 9.4 and 11.2.	25	25		Blakeslee Jct. Between M.P. 4.3 and 4.7.	20	20		Bridge 7.44.	25	15	
Umatilla On wye.	10	10		Galvin Between M.P. 5.1 and 5.7.	15	15		Kennewick Over street crossings.	8	8	
Irrigon				Between M.P. 6.5 and 6.8.	10	10		Between M.P. 35.6 and 35.9.	45	35	
Heppner Branch Maximum speed.	25	25		Between M.P. 7.1 and 7.5.	20	20		Benton City Within city limits.	40	30	
3-degree curves.	20	20		Between M.P. 10.1 and 10.3.	20	20		Between M.P. 37.5 and 38.5.	20	15	
4- and 5-degree curves.	15	15		Between M.P. 11.9 and 12.1.	15	15		Grandview Within city limits.	30	30	
On curves of 6 degrees and over.	10	10		Independence Between M.P. 14.7 and 15.2.	10	10		Granger Over street crossings.	30	30	
Condon Branch Maximum speed.	25	25		Between M.P. 16.7 and 16.9.	20	20		Zillah Over street crossings.	25	15	
3-degree curves.	20	20		Between M.P. 18.5 and 19.8.	15	15		Donald Yakima River Bridge 89.35, through gauntlet track.	15	15	
4- and 5-degree curves.	15	15		South Elma Between M.P. 32.8 and 33.8.	15	15		Over N. P. Crossing and between home signals governing crossing.	20	20	
On curves of 6 degrees and over.	10	10		Between M.P. 34.4 and 34.6.	10	10		Yakima Over Yakima Ave., and Walnut Street.	6	6	
On descending grades between Speece and Mikkalo.	15	15		Between M.P. 35.0 and 35.4.	15	15		Over other street crossings.	10	10	
On descending grades between Barnett and Rock Creek.	15	15		Between M.P. 36.1 and 36.3.	15	15					
				Between M.P. 37.5 and 38.2.	20	20					
				Between M.P. 38.5 and 39.7.	15	15					
				Between M.P. 41.5 and 42.3.	15	15					

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
Sunnyside Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35	Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
On 3-degree curves.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 4-degree curves.		45	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 7- and 8-degree curves.		25	20	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
On 9- and 10-degree curves.		20	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
Tekoa On west leg of wye.		10	10	N. P. Crossing Through Interlocking.	15	15	10	Touchet Between M.P. 18.5 and 18.6.		35	25
Between M.P. 117.2 and 117.5.		20	20	Spokane Over street crossings between N. P. Crossing and city limits.	20	20	20	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.8 and 117.9.		45	30	Between N. P. Crossing and Mission Ave., on line through old yard.			12	College Place Within city limits.		30	30
Between M.P. 118.1 and 118.3.		35	25	Through tunnel.	15	15	15	Walla Walla Maximum speed.		35	25
Between M.P. 118.5 and 119.7.		25	20	Pleasant Valley Branch Maximum speed.			25	On 7- and 8-degree curves.		25	20
Between M.P. 120.2 and 121.4.		35	25	G. N. Crossing, M.P. 30.7.			20	On 9- and 10-degree curves.		20	20
Between M.P. 121.6 and 121.9.		25	20	On curves of 7 degrees and over.			20	Colfax Within city limits.		12	12
Between M.P. 122.1 and 122.5.		35	25	Wallula Branch Maximum speed.			35	Between M.P. 1.3 and 3.1.		25	20
Latah Within city limits.		40	30	On 5- and 6-degree curves.			35	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 7- and 8-degree curves.			25	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 125.1 and 125.7.		35	25	On 9- and 10-degree curves.			20	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 127.5 and 128.4.		35	25	Wallula Jct. West leg of wye.			15	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 129.6 and 130.6.		35	25	Zangar Jct. Between M.P. 5.1 and 6.4.			25	Between M.P. 12.2 and 12.5.		25	20
Fairfield Within city limits.		25	25	Between M.P. 6.7 and 6.8.			25	Albion Between M.P. 13.4 and 13.6.		25	20
Between M.P. 132.6 and 132.8.		45	30	Between M.P. 7.0 and 7.1.			20	Between M.P. 14.3 and 14.9.		20	20
Between M.P. 133.3 and 134.6.		25	20	Moscow Within city limits.			20	Between M.P. 17.5 and 17.7.		25	20
Darknell Between M.P. 135.3 and 136.3.		35	25	Over street crossings.			6	Between M.P. 17.9 and 18.0.		25	20
Between M.P. 136.6 and 139.2.		20	20	N. P. Crossing Between M.P. 19.9 and 20.0.			25	Pullman Within city limits.		15	15
Rockford Within city limits.		20	20	Between M.P. 24.6 and 24.8.			25	Over street crossings.		6	6
Between M.P. 139.4 and 140.4.		45	30	Between M.P. 25.2 and 25.4.			25	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Between M.P. 141.0 and 141.2.		35	25	Moscow Within city limits.			20	Between M.P. 24.6 and 24.8.		25	20
Between M.P. 142.6 and 143.2.		25	20	Over street crossings.			12	Between M.P. 25.2 and 25.4.		25	20

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.		30	30	Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between Hooper Jct. and Connell.		20	20	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
On 5- and 6-degree curves.		25	25	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 7- and 8-degree curves.		20	20	Between M.P. 25.4 and 26.9.		30	25	Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Between M.P. 101.1 and 101.5.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 102.0 and 102.4.		25	25
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 29.7 and 29.9.		45	30	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 9.2 and 9.7.		20	20	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivision.		15	15	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 112.2 and 113.1.		25	25
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 115.6 and 116.0.		20	20
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.		25	20	Tekoa On west leg of wye.		10	10
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.		25	20	Pomeroy Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.		45	30	Starbuck Within city limits.		15	15
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.		30	20	Tucannon Branch Maximum speed.		25	25
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.		35	25	On curves of 7 degrees and over.		20	20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.		45	30	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.		35	25	Diamond Between M.P. 68.8 and 69.0.		35	25
On 7- and 8-degree curves.		25	20	Moskonema Between M.P. 73.3 and 73.6.		20	20	Between M.P. 69.9 and 70.1.		35	25
On 9- and 10-degree curves.		20	20	Between M.P. 74.1 and 74.2.		45	30	Crest Between M.P. 74.9 and 77.2.		25	12
Tucannon Between M.P. 14.0 and 14.1.		35	25	Colfax Within city limits.		12	12	Between M.P. 78.4 and 78.5.		20	20
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 78.4 and 78.5.		20	20	Between M.P. 79.8 and 80.7.		20	20
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 81.5 and 82.3.		20	20	Between M.P. 82.9 and 83.4.		20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 82.9 and 83.4.		20	20	Between M.P. 83.7 and 84.5.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 86.5 and 87.0.		20	20	Between M.P. 86.5 and 87.0.		20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 87.6 and 88.9.		20	20	Between M.P. 87.6 and 88.9.		20	20
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 89.1 and 89.4.		20	20	Athena Over street crossings.		15	15
Between M.P. 20.9 and 21.5.		45	30								

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Downing Between M.P. 24.0 and 24.5.	20	20		Dayton Branch Maximum speed.	25	25		Lane Between M.P. 47.8 and 48.3.	45	30	
Between M.P. 25.4 and 26.2.	20	20		Between Dayton Jct. and Turner.	15	15		Between M.P. 48.6 and 49.0.	45	30	
Blue Mountain Between M.P. 29.0 and 29.4.	20	20		On curves of 7 degrees and over.	20	20		Rose Lake Between M.P. 50.6 and 51.0.	35	25	
Between M.P. 29.8 and 30.1.	20	20		Bolles Between M.P. 0.4 and 0.6.	20	20		Dudley Between M.P. 53.6 and 54.2.	35	25	
Between M.P. 30.3 and 30.4.	20	20		Dayton Over street crossings west of Touchet River.	15	15		Between M.P. 54.5 and 54.9.	35	25	
Between M.P. 31.2 and 31.7.	20	20		Over all other street crossings.	10	10		Cataldo Between M.P. 58.7 and 59.1.	45	30	
Between M.P. 32.2 and 32.4.	20	20		Wallace Branch Maximum speed.	50	30		Between M.P. 60.0 and 60.2.	20	20	
Between M.P. 32.7 and 32.9.	20	20		Between Plummer Jct. and Chatcolet.	35	20		Between M.P. 62.4 and 63.2.	35	25	
Milton-Freewater Over street crossings.	15	15		Between Chatcolet and Harrison.	40	25		Between M.P. 63.4 and 64.0.	45	30	
W. W. V. Ry. Crossing, M.P. 36.3.	15	15		On 4-degree curves.	45	30		Kellogg-Wardner Over street crossings.	10	10	
W. W. V. Ry. Crossing, M.P. 44.2.	20	20		On 5- and 6-degree curves.	35	25		Between M.P. 70.1 and 70.3.	35	25	
Walla Walla Over street crossings.	12	12		On 7- and 8-degree curves.	25	20		Between M.P. 70.7 and 70.9.	35	25	
Within city limits.	20	20		On 9- and 10-degree curves.	20	20		Between M.P. 71.5 and 71.7.	45	30	
On west leg of wye.	8	8		Plummer Jct. Between M.P. 16.2 and 16.9.	20	20		Between M.P. 72.4 and 72.6.	35	25	
Between M.P. 52.7 and 53.4.	20	20		Between M.P. 17.9 and 18.2.	25	20		Between M.P. 73.4 and 73.6.	45	30	
Valley Grove Between M.P. 64.8 and 64.9.	20	20		Between M.P. 18.5 and 20.3.	25	20		Osburn Between M.P. 77.1 and 77.2.	35	25	
Between M.P. 65.5 and 66.0.	20	20		Between M.P. 20.7 and 21.5.	25	20		Between M.P. 77.4 and 77.7.	35	25	
Between M.P. 66.1 and 66.3.	20	20		Chatcolet Bridge 23.45.	15	15		Between M.P. 78.0 and 78.2.	35	25	
Bolles Between M.P. 71.7 and 72.5.	20	20		Between M.P. 24.1 and 28.4.	25	20		Between M.P. 78.6 and 78.7.	25	20	
Between M.P. 72.8 and 73.2.	20	20		Springston Between M.P. 34.0 and 34.4.	10	10		Wallace Over street crossings.	6	6	
Between M.P. 74.3 and 76.1.	20	20		Between M.P. 34.5 and 34.7.	45	30		Between M.P. 81.4 and 87.3.	20	20	
Between M.P. 78.4 and 78.5.	20	20		Between M.P. 34.9 and 35.2.	35	25		Burke to Wallace, eastward.	10	10	
Between M.P. 78.9 and 79.3.	20	20		Between M.P. 38.3 and 38.6.	35	25		Sierra Nevada Branch Maximum speed.	10		
Between M.P. 79.6 and 79.9.	20	20		Between M.P. 39.6 and 39.8.	45	30					
Between M.P. 80.8 and 81.2.	20	20									
Alto											

Standard clocks are located as shown below:

Aberdeen..... Telegraph Office	Hinkle..... Enginemen's Register Room	Portland (Joint)
Albina..... Train Dispatcher's Office	Hinkle..... Yard Office	..... N. P. T. Co. Telegraph Office
Albina..... Yard Telegraph Office	Hoquiam (Joint). N. P. Ry. Telegraph Office	Seattle (Joint)
Albina..... Crew Dispatcher's Board Room	Huntington..... Yard Office	..... Union Station Telegraph Office
Albina..... Terminal No. 4 Yard Office	Huntington..... Telegraph Office	Spokane..... Train Dispatcher's Office
Argo..... Yard Office	Kellogg-Wardner..... Telegraph Office	Spokane..... Telegraph Office
Argo..... Enginemen's Register Room	Kennewick..... Telegraph Office	Tacoma..... Yard Office
Arlington..... Telegraph Office	Kenton..... Telegraph Office	Tekoa..... Telegraph Office
Ayer..... Telegraph Office	La Grande..... Crew Dispatcher's Office	The Dalles..... Telegraph Office
Baker..... Telegraph Office	La Grande..... Train Dispatcher's Office	The Dalles..... Switchmen's Locker Room
Bend (Joint).... O. T. Ry. Telegraph Office	La Grande..... Depot Telegraph Office	Wallace..... Telegraph Office
Centralia (Joint). N. P. Ry. Telegraph Office	La Grande..... Yard Office	Walla Walla..... Telegraph Office
East Spokane. Enginemen's Register Room	Moscow..... Telegraph Office	Wallula..... Telegraph Office
East Spokane... Trainmen's Register Room	Olympia..... Telegraph Office	Winona..... Telegraph Office
Hinkle..... Telegraph Office	Pendleton..... Telegraph Office	Yakima..... Telegraph Office
		Yakima..... Roundhouse

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A))

Rule 6.—The following letters, when placed before the figures of the schedule, indicate:
 L—leave;
 A—arrive;
 s—regular stop;
 f—flag stop to receive or discharge traffic.

Rule 6(A).—The following letters, when placed in the columns provided, indicate:
 B—bulletins;
 C—coal;
 D—day operator;
 N—night operator;
 DN—day and night operator;
 H—hog drenching;
 I—interlocking;
 J—junction;
 K—standard clock;
 M—railroad crossing protected by signals or gates;
 O—oil;
 P—telephone;
 R—train register;
 T—turntable;
 V—track connection with foreign railroad;
 W—water;
 X—yard limits;
 Y—wye;
 Z—track scales.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnance.....	Portland or beyond.	
18	Union Jct. North Powder ... Haines.....	Portland or beyond, Tuesdays only.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	Hinkle or beyond.